

Table 2.14
EFFECT OF BELTWAY
ON KEY ARTERIAL STREETS
30 Network With BOS II Land Use)

STREET SEGMENT	2030 NO BUILD VPD	CLOSE			MIDDLE			FAR		
		VPD	VS. NO BUILD VPD	CHANGE %	VPD	VS. NO BUILD VPD	CHANGE %	VPD	VS. NO BUILD VPD	CHANGE %
South Beltway Between:										
Hwy 77 & 27th	N/A	20,400	N/A	N/A	19,400	N/A	N/A	19,100	N/A	N/A
27th & 56th	N/A	20,700	N/A	N/A	19,500	N/A	N/A	19,100	N/A	N/A
56th & 84th	N/A	20,100	N/A	N/A	18,000	N/A	N/A	17,100	N/A	N/A
84th & Hwy 2	N/A	19,000	N/A	N/A	15,600	N/A	N/A	14,700	N/A	N/A
East Beltway Between:										
I-80 & Fletcher	N/A	25,000	N/A	N/A	23,000	N/A	N/A	20,000	N/A	N/A
Fletcher & Adams	N/A	23,700	N/A	N/A	25,400	N/A	N/A	24,700	N/A	N/A
Adams & 'O' St.	N/A	29,800	N/A	N/A	28,300	N/A	N/A	26,500	N/A	N/A
'O' St. & Van Dorn	N/A	29,200	N/A	N/A	26,200	N/A	N/A	22,100	N/A	N/A
Van Dorn & Old Cheney	N/A	23,900	N/A	N/A	21,200	N/A	N/A	17,400	N/A	N/A
Old Cheney & Hwy 2	N/A	14,100	N/A	N/A	14,500	N/A	N/A	13,800	N/A	N/A
US 77 Between:										
Saltillo & Old Cheney	20,300	24,300	4,000	20%	24,200	3,900	19%	24,400	4,100	20%
Old Cheney & Van Dorn	26,500	29,900	3,400	13%	30,000	3,500	13%	29,700	3,200	12%
Van Dorn & I-80	32,600	35,600	3,000	9%	36,000	3,400	10%	35,000	2,400	7%
Hwy 2 Between:										
84th & 112th	23,300	16,200	(7,100)	-30%	15,100	(8,200)	-35%	15,700	(7,600)	-33%
56th & 84th	31,100	25,100	(6,000)	-19%	25,800	(5,300)	-17%	25,800	(5,300)	-17%
27th & 56th	36,400	31,200	(5,200)	-14%	32,000	(4,400)	-12%	31,800	(4,600)	-13%
27th & Van Dorn	48,700	53,400	4,700	10%	53,800	5,100	10%	55,000	6,300	13%
US 34/ 'O' Street Between:										
98th & 84th	21,800	27,600	5,800	27%	21,800	0	0%	22,200	400	2%
84th & 56th	38,600	39,200	600	2%	38,700	100	0%	39,000	400	1%
56th & 40th	40,700	40,700	0	0%	41,100	400	1%	41,000	300	1%
40th & 27th	42,400	42,200	(200)	-0%	42,400	0	0%	42,000	(400)	-1%
27th & 10th	25,700	25,700	0	0%	25,000	(700)	-3%	26,200	500	2%
US 6 Between:										
I-80 & 84th	32,400	20,900	(11,500)	-35%	23,200	(9,200)	-28%	25,400	(7,000)	-22%
84th & 56th	25,000	22,900	(2,100)	-8%	23,700	(1,300)	-5%	24,300	(700)	-3%
56th & 33rd	32,300	31,900	(400)	-1%	32,000	(300)	-1%	31,300	(1,000)	-3%
33rd & 27th	33,200	32,900	(300)	-1%	35,200	2,000	6%	33,000	(200)	-1%
27th & 14th	32,900	32,200	(700)	-2%	33,100	200	1%	32,300	(600)	-2%
I-80 Between:										
Hwy 77 S & Cornhusker	53,600	51,800	(1,800)	-3%	52,400	(1,200)	-2%	53,000	(600)	-1%
Cornhusker & I-180	44,800	43,400	(1,400)	-3%	44,000	(800)	-2%	44,000	(800)	-2%
I-180 & 27th	50,000	48,100	(1,900)	-4%	49,500	(500)	-1%	49,400	(600)	-1%
27th & 56th	46,100	44,200	(1,900)	-4%	45,700	(400)	-1%	45,300	(800)	-2%
56th & Hwy 6	51,400	47,600	(3,800)	-7%	46,900	(4,500)	-9%	49,000	(2,400)	-5%

Table 2.14 (cont'd)
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STREET SEGMENT	2030 NO BUILD VPD	CLOSE			MIDDLE			FAR		
		VPD	VS. NO BUILD VPD	CHANGE %	VPD	VS. NO BUILD VPD	CHANGE %	VPD	VS. NO BUILD VPD	CHANGE %
9th/10th Streets Between:										
'O' St. & Van Dorn	51,500	51,100	(400)	-1%	50,800	(700)	-1%	51,600	100	0%
27th Street Between:										
'O' St. & Normal	30,500	31,000	500	2%	31,300	800	3%	30,900	400	1%
Normal & South	25,000	25,900	900	4%	25,400	400	2%	25,100	100	0%
South & Hwy 2	19,500	19,300	(200)	-1%	19,800	300	2%	18,900	(600)	-3%
Hwy 2 & Old Cheney	28,100	26,700	(1,400)	-5%	27,000	(1,100)	-4%	26,500	(1,600)	-6%
Old Cheney & Pine Lake	26,200	24,800	(1,400)	-5%	25,000	(1,200)	-5%	25,200	(1,000)	-4%
Pine Lake & Yankee Hill	17,600	17,000	(600)	-3%	17,200	(400)	-2%	17,100	(500)	-3%
Yankee Hill & Rokeby	13,800	13,400	(400)	-3%	13,500	(300)	-2%	13,600	(200)	-1%
Rokeby & Saltillo	4,600	5,300	700	15%	5,300	700	15%	5,300	700	15%
56th Street Between:										
'O' St. & Cotner*	32,800	31,200	(1,600)	-5%	32,600	(200)	-1%	33,100	300	1%
Cotner & 'A' St.	20,400	19,100	(1,300)	-6%	19,900	(500)	-2%	20,800	400	2%
'A' St. & Normal	19,200	18,100	(1,100)	-6%	18,800	(400)	-2%	19,900	700	4%
Normal & Pioneer	23,000	22,000	(1,000)	-4%	22,500	(500)	-2%	23,600	600	3%
Pioneer & Hwy 2	27,400	26,800	(600)	-2%	22,700	(4,700)	-17%	23,600	(3,800)	-14%
Hwy 2 & Pine Lake	28,600	27,900	(700)	-2%	28,200	(400)	-1%	28,200	(400)	-1%
Pine Lake & Yankee Hill	10,300	10,100	(200)	-2%	10,400	100	1%	10,400	100	1%
Yankee Hill & Saltillo	10,100	5,200	(4,900)	-49%	5,500	(4,600)	-46%	5,600	(4,500)	-45%
70th Street Between:										
Hwy 6 & Adams	18,600	17,000	(1,600)	-9%	17,600	(1,000)	-5%	17,900	(700)	-4%
Adams & 'O' St.	25,300	23,200	(2,100)	-8%	23,500	(1,800)	-7%	24,300	(1,000)	-4%
'O' St. & Van Dorn	33,300	31,200	(2,100)	-6%	31,900	(1,400)	-4%	32,400	(900)	-3%
Van Dorn & Hwy 2	27,900	24,600	(3,300)	-12%	25,400	(2,500)	-9%	26,100	(1,800)	-6%
Hwy 2 & Yankee Hill	11,300	9,400	(1,900)	-17%	10,100	(1,200)	-11%	10,400	(900)	-8%
Yankee Hill & Saltillo	4,100	2,400	(1,700)	-41%	2,800	(1,300)	-32%	3,100	(1,000)	-24%
84th Street Between:										
Hwy 6 & Adams	22,100	17,700	(4,400)	-20%	17,200	(4,900)	-22%	18,200	(3,900)	-18%
Adams & 'O' St.	33,100	30,700	(2,400)	-7%	31,200	(1,900)	-6%	31,200	(1,900)	-6%
'O' St. & Van Dorn	27,900	26,600	(1,300)	-5%	27,100	(800)	-3%	26,900	(1,000)	-4%
Van Dorn & Old Cheney	32,700	30,200	(2,500)	-8%	31,200	(1,500)	-5%	31,200	(1,500)	-5%
Old Cheney & Hwy 2	27,000	22,600	(4,400)	-16%	24,400	(2,600)	-10%	24,900	(2,100)	-8%
Hwy 2 & Yankee Hill	12,700	7,700	(5,000)	-39%	8,100	(4,600)	-36%	8,100	(4,600)	-36%
Yankee Hill & Rokeby	40	700	660	1650%	1,700	1,660	4150%	2,000	1,960	4900%
Rokeby & Saltillo	10	600	590	5900%	1,700	1,690	16900%	1,900	1,890	18900%
148th Street Between:										
Hwy 6 & Fletcher	3,600	1,000	(2,600)	-72%	700	(2,900)	-81%	1,500	(2,100)	-58%
Fletcher & Adams	5,700	3,100	(2,600)	-46%	1,300	(4,400)	-77%	430	(5,270)	-92%
Adams & 'O' St.	7,000	3,700	(3,300)	-47%	2,000	(5,000)	-71%	1,100	(5,900)	-84%
'O' St. & Pioneers	6,500	4,500	(2,000)	-31%	700	(5,800)	-89%	380	(6,120)	-94%
Pioneers & Pine Lake	6,100	3,700	(2,400)	-39%	430	(5,670)	-93%	400	(5,700)	-93%
Pine Lake & Hwy 2	4,800	3,500	(1,300)	-27%	60	(4,740)	-99%	80	(4,720)	-98%

*includes one-way volumes on Cotner & 56th St.

Table 2.14 (cont'd)
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		VPD	VS. NO BUILD VPD	CHANGE %	VPD	VS. NO BUILD VPD	CHANGE %	VPD	VS. NO BUILD VPD	CHANGE %
Fletcher Avenue Between: 98th & Hwy 6	4,500	7,000	2,500	56%	8,700	4,200	93%	7,200	2,700	60%
Adams Street Between: 98th & 84th 84th & 56th	10,000 12,300	13,100 12,100	3,100 (200)	31% -2%	11,200 12,100	1,200 (200)	12% -2%	10,700 12,100	700 (200)	7% -2%
Van Dorn Between: 98th & 84th 84th & 56th 56th & 40th Hwy 2 & Hwy 77	4,900 12,900 10,800 23,100	4,300 12,700 10,500 21,400	(600) (200) (300) (1,700)	-12% -2% -3% -7%	4,700 12,600 10,200 20,800	(200) (300) (600) (2,300)	-4% -2% -6% -10%	4,800 12,500 11,200 20,300	(100) (400) 400 (2,800)	-2% -3% 4% -12%
Old Cheney Between: 98th & 84th 84th & Hwy 2	5,000 21,300	4,000 21,700	(1,000) 400	-20% 2%	4,400 21,400	(600) 100	-12% 0%	4,500 21,500	(500) 200	-10% 1%
Pine Lake Rd Between: Hwy 2 & 70th 70th & 56th 56th & 27th 27th & 14th	7,900 20,300 27,300 15,400	8,900 19,600 26,100 15,100	1,000 (700) (1,200) (300)	13% -3% -4% -2%	8,400 19,200 26,200 15,100	500 (1,100) (1,100) (300)	6% -5% -4% -2%	8,100 19,100 26,100 15,200	200 (1,200) (1,200) (200)	3% -6% -4% -1%
Yankee Hill Between: 98th & 84th 84th & 70th 70th & 56th 56th & 27th 27th & 14th	12,300 22,500 24,700 26,600 22,000	7,800 14,200 17,000 22,100 19,200	(4,500) (8,300) (7,700) (4,500) (2,800)	-37% -37% -31% -17% -13%	8,100 14,000 16,900 22,100 19,500	(4,200) (8,500) (7,800) (4,500) (2,500)	-34% -38% -32% -17% -11%	8,000 13,800 16,700 21,900 19,500	(4,300) (8,700) (8,000) (4,700) (2,500)	-35% -39% -32% -18% -11%
Saltillo Between: 98th & 84th 84th & 70th 70th & 56th 56th & 27th 27th & Hwy 77	300 430 4,500 7,500 7,800	70 30 2,900 3,000 4,300	(230) (400) (1,600) (4,500) (3,500)	-77% -93% -36% -60% -45%	130 50 3,100 3,200 4,300	(170) (380) (1,400) (4,300) (3,500)	-57% -88% -31% -57% -45%	90 20 3,200 3,200 4,200	(210) (410) (1,300) (4,300) (3,600)	-70% -95% -29% -57% -46%